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SUPPLEMENT TO
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1. Ceske Budejovice Airport is located in a valley four kilometers southwest of Ceske Budejovice (049/096). The field is 3,100 meters long in an east-west direction and 690 meters wide. There is one concrete runway 2,500 x 90 meters, and another runway is under construction. In spite of frequent fogs in the autumn and frost and snow in the winter, the field can be used all year round. Radar is part of the the technical equipment, and a meteorological station and radar station are also in operation. There are no obstacles near the runway.
2. The planning and construction of the airfield was done by the MNO under Soviet supervision. "Komunikace 21" was the code name given to the work. The project was headed by a civilian employee of the MNO, Ing. Majcenko, a Russian emigre after World War I, and a specialist in runway construction. The construction work began in July 1949. The first section of the concrete runway was to have been started in September 1949, but had to be postponed until mid-1950 because the equipment and materials failed to arrive on time. The second runway is expected to be completed sometime in 1952. Top priority has been given to the project.
3. The Instav National Enterprise was given the contract for the work on the airfield, but because the work had been going so slowly the Posista National Enterprise was subsequently awarded the contract. The field is inspected at least once a month by a party of MNO officers and several times by Soviet officers. However, there are no Soviet officers stationed at the field. The following persons are connected with the project:
 - a. Major Borecky
Military supervisor of the project.
He is about 42 or 43, stout, 175cm tall, and has dark, greying hair.
He is an ardent Communist.
 - b. Ing. Frantisek Radl
Construction chief of Posista National Enterprise.
 - c. Ing. Nuc
Manager of Posista and an expert on airfield and road construction.

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4. During the first half of August 1950, five Dakotas, five CAP ambulance planes and an undetermined number of CAP, Arado, Focke-Wulf and Messerschmitts were observed on the field. Furthermore, it is reported that jet units are due to arrive at the field in April 1951. The presence of the CAP ambulance planes seems to indicate the training of medical personnel of Air Districts I and II in courses organized at Ceske Budejovice. The CAP planes are well adapted for this, since they require only a short landing and take-off space.

Attachments: I Diagram of Air Force Base Number 2 barracks, with legend.

II Photostat of Ceske Budejovice Airfield.*

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